(d) 14.

(e) Immediately after the accidents, ex-gratia relief amounting to Rs. 11.65 lakhs was paid to the dependents of dead and injured passengers. 59 claims have been received out of which 6 claims amounting to Rs. 6.51 lakhs have been settled. Settlement of claims in remaining cases will be done after receipt of decrees from the Railway Claims Tribunal.

(f) Some of the measures taken to improve safety and prevent accidents are as under:-

(i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

(ii) Modification of the Signalling circuitry is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary Warning System for giving advance warning about "Signal at danger' to the driver of the running train has been commissioned on Bombay suburban sections.

(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) To prevent cases of cold beakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the exles.

(viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossing and visibility for drivers has been improved.

(ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Step have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.

(xii) Refresher courses are regularly organised at specified intervals.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

[English]

Identification of Tourist Places by State Governments

*478. SHRI HARIN PATHAK: Will the Minister of TOURISM be pleased to state:

(a) whether some State Government have identified tourist places for development;

(b) if so, the details of tourist places identified statewise;

(c) whether the Union Government propose to sanction grants for the development of those tourist spots; and

(d) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (d) Identification and development of tourist places is a continuous process and is primarily the responsibility of the State Governments. Central financial assistance for the development of tourism is provided on the basis of specific project proposals received from them, inter-se priorities and availability of funds each year.

[Translation]

Unprofitable Railway Lines

*479. JUSTICE GUMAN MAL LODHA:

SHRI NAWAL KISHORE RAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there are several unprofitable railway lines in the country where the trains are being run;

(b) if so, the names of these railway lines and the total annual loss being suffered on account of these lines;

(c) whether the Government have estimated the total financial loss due to these railway lines during the last three years; and

(d) if so, the total amount of loss suffered and the future plan of the Government to check this financial loss?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir.

(b) A list is given in the attached statement.

(c) Yes, Sir.

(d) (i)The total loss suffered by the Uneconomic Branch Lines and the New Lines during the last three years was as under:

1993-94 - Rs. 190.76 Crores.

1994-95 - Rs. 220.77 Crores.

1995-96 - Rs. 225.67 Crores.